MARINE AFFAIRS.

THE WEATHER. "EXPECT SNOW ABOUT THIS TIME."

The clerk of the weather had joved it down for ettled fact that yesterday there should be snow. Not enty a dozen almanace had united in the injunction for true believing to " expect snow about this time;" not enly had all Manhattandom been consequently on the look out for snow for several days before; not only had Charley, Harry and Fred, been longing for a chance to try the running qualities of those new consters, which Santa Claus brought them on Christmas Eve; not only had those children of a larger growth, who own fast horses and swanuters, been impatient for their first sleighing on the Bloomingdale road; nor yet alone had a thousand poor women, whose fael is the scattered sticks, of which it takes a whole day to find a bundle in the well-gleaned citybeen dreading the storm that would add to their coldness but lessen their chances of 6-swood; not only were the very streets hard and dry-bracing themselves up against the burden they expected and were in fine order to receive—but the snow-clouds them selves were overhead, gray, somber, and heavy-ar argesy from the Polar Sea, ready at any moment to discharge a downy cargo on street, and spire, and housetop, and away over tilth and grange, till the world about New-York ahould look as white and glit bering as ever did enchanted bride lying spell-bound seneath her silvery marriage vail.

And the children and fast men were not disappointed, the clerk of the weather was right for once, the almanace did not prove false prophets, and the hearts of the old cropes sank within them-for the snow did come. At first, it was too cold to snow. Men's noses were blue everywhere. Ice clogged the East and North Rivers, and obstructed the ferry-boats. The ships came in from the sea in Wintry mail, ice bound and heary. A steamer was pierced by the sharp driftcakes, and sank close by the docks. Our gullant firenien, fighting bravely the great conflagration of yesterday, found the cold a crueller enemy than the fire, and its most dangerous ally. But the great fire must have thawed out the snow-clouds, for last evening the feathery flakes came failing fast, covering the city with a spotless mantle, and this morning our readers will serchance sip their coffee, and read their TRIBUNE, to she merry music of the sleigh bells.

Mr. Farrell, the boatman of the Associated Press, in his endeavors to procure the Arago's news on Wednesevening, off Sandy Hook, had both his hands frozen. ICE FROM THE NORTH.

Since Tuesday morning a continuous stream of ice has has been pouring down the North River, and drifting about in the Upper and Lower Bays, part of it flowing up the East River to Hell Gate, and finding lodgment in every dock. Surprise is expressed by water-craftsmen at the suddenness of its formation But this is easily explained by the fact that the suddenly lowering temperature, which coated the flats of the Hudson and the Tappan Zee with ice, was followed by a briek "northwester," which broke up the same, and hurried it down the river, sweeping cakes into the bay on Wednesday night which could not have been less than a mile in length. Much inconvenience is experienced among the vessels affont, to which, in a few instances, serious damage has been done. Along the North River piers the ice was packed in

to such a degree that vessels were considerably hindered in their movements. When the wind charged. the ice collected toward the Jersey City shore, and went in a stream toward the neighborhood of Bedloe's Island, whence it scattered in every direction over the Ray. The North River ferries have, however, made all their usual trips, and the ferrymen complain of nothing beyond the freezing up of the steering year, to avoid which, on several boats, steam pipes have been constructed so as to blow continually upon the chairs and toop them from slagging. The farry land-ings on the Jersey side, during yesterday, were continually filling up with see cakes, which prevented the boats from coming :p to the bridge; but by putting on an extra head of steam they were driven through, and the landing of the passengers effected.

The stordy beatmen of the Battery, who are chiefly engaged in rowing passengers to and from vessels, had a bard time of it, the bitter cold and the floating ice making it dangerous for them to venture out. Daniel Donevan and John Quigley, during the forenoon of yesterday, were caught in a heavy drait of ice, which carried them off toward Bedloe's Island, where the field became stationary, and they were frozen in as fast as if they had been off Greenland. They remained quiescent for some time, during the course of which their extremities were benumbed and their fingers and the steamer Rescue, observing what condition they were in, picked them up, and took them to the boatmen's office, near the Staten Island ferry-house.

In the East River the ice was not very trouble se the cakes were soft, and consequently easily broken to pieces. The Brooklyn shore up to the Wallabout was crammed full until 3 p. m., when the receding tide carried the ice back again into the bay. The East River ferries did not suffer any inconvenience, except a little clogging up in the landing places. CONDITION OF THE STEAMSHIP GRANADA.

The steamship Granada, which was sonk by coming in contact with a field of floating ice, on her arrival on Wedneeday night in the North River, as reported in yesterday's TRIBUNE, now lies sunk just off the end of Pier No. 30 North River, at the foot of Chambers street. Her after deck is completely under water, the rail only being seen. The engine-room is filled with water up to the main deck. Forward, the hold is filled with water up to half way between decks. Yesterday morning the services of Herbert & Bennett were secured for the purpose of raising the sunken wessel. At an early hour they arrived alongside the Granada with a small steamboat containing all the machinery necessary for pumping her out, and, with the assistance of a large body of men, immediately proceeded to transfer the steam pumps to the dock of the steamship. By 5 o'clock p. m. the forward pump was rigged and ready for work.

The men then proceeded to erect the pump aft, and ontinued at work during the night. The pumps were to have started simultaneously this morning at an early hour, and it was stated that they would have the bull affoat this afternoon or evening. The pumps are very powerful ones, and should no accident intervene, the work will doubtless be speedily accomplished. At a late hour last night the vessel occupied the same position which she assumed when she sank, being thoroughly aground.

extent of the damage cannot be ascertained until the vessel shall have been cleared of water, but it cannot be very great. The engines appear as if they had been out of use for a year, so rapid has been she action of the water and the ice upon

the metal. The carge of the Granada consists of 58 bales of cotten, 200 bbls. flour, 25 do. of stearin, and 25 do. of clarified sugar from New-Orleans, and a small quantity of eignes and tobacco from Havana. The latter will be a total loss. There is no insurance on the vessel.

The Granada is about four years old. ANOTHER DISASSER TO THE SCHE, SATTERLY.

The schr. Col. Satterly, which was ashore at Barneat, was got off on the evening of the 27th, and at 3 a. m. of the 28th, while in the l'ower Bay, was run into by a steaming and cut down to the water's edge. Capt. Merritt, Underwriters' Agent, who had her in charge, sull of water. A schooner is now a longside taking out her cargo of rice.

STEAMER SETH GROSVEN, TR

inhiatory step in an enterprise believed to be preguant with beneficial results to African Colonization, and

This steamer, built by the "New-Yo.-k State Colonization Society" to run on the coast of Liberia, to meet the requirements of the local trade, is just reaching completion. The destination of this steamer is an

commends itself to well-thinking men. Hor dimensions are as follows:

Lorgth on deck, 55 feet; breadth of beam (molded), 16 feet is inches; dep h of held to spar deck, 5 feet; draft of water at loa line, 5 feet; largth of emiscroom, 27 feet by 6 feet; area o immersed section at load draft of 8 feet, 39 feet; tunnage, 6

Her frame is of white oak and bacenetse. She is fitted with a steeple engine; diameter of cylinder, 28 tuckes; length or strole, 3 feet; diameter of waterwheel over boards, 13 feet 6 inches; length of wheel

blades, 3 feet; depth, 1 foot 3 inches; 14 blades. She bas one return tubular boiler, length, 12 feet 6 inches; breadth, 5 feet 9 inches; hight, exclusive of steam chimney, 6 feet 10 inches. One furnace, breadth, 5 feet; length of grate-bars, 4 feet 6 inches; 36 tubes, nal diameter, 50 of 4 inches, 6 of 3 inches. Internal diameter of floes, 2 of 8 inches, 2 of 15 inches; length of tubes above, 9 foet; length of flues below, 6 feet. Diameter of smoke-pipe, 2 feet 4 inches; hight, 24 feet; draft forward, 3 feet; draft aft, 3 feet. Cube of grate surface, 225 feet 5 inches; heating surface, 540 grate surface, 225 feet 5 inches; heating surface, 540 ditions, viz: Safety—Involving strength, and consequently construction: this was the description of Naval Architecture in this Country." The Present Condition of Naval Architecture in this Country." The hall was tolerably well filled, in spite of the storm.

The Present Condition of Naval Architecture in this Country." The hall was tolerably well filled, in spite of the storm.

The lecturer commenced by saving that his theme was 10 broad that he could touch but a few of its most relief to the storm. square feet. Will consume two to of fael per day. Is fitted with one independent steam fire and bilge

pump, extra size. Her rig is that of a schooner, and her particular points of service are from Cape Palmas to Montsonn, Coast of Liberia. The engines are a fine piece of workmanship, and, for their size, possess much power. The versel is now at the foot of Eleventh street, East River. Her hull was built by Henry Steers, New-York; engines by the Atlantic Works, Charles H. Haswell superintending engineer.

NAVAL. The United States steam-corvette Lancaster arrived at Panama on the 6th inst., 128 days from the United States. She sailed from Philadelphia on the 27th of August, and arrived at Panama on the 6th of December. She lost three men on the passage out; the remainder of her crew and officers were in good health. The United States steamer Saranac and sloop-of-way Levant were also at Panama. The United States sloop-of-war St. Marys was cruising on the Mexican coast, and the sloop-of-war Cyane was at Realejo on the 14th inst.; all well.

The United States steam-frigate Roanoke, Capt. W.

H. Gardner, under the command of Flag-Officer W. McCluney, and the storeship Relief, were at Aspinwall on the 17th inst.; the general health of the officers and crews of both ships was good. The United States ship Sabine was going on a cruise.

The United States sloop-of-war Jamestown, Com-

mander Thomas Turner, was at San Juan del Norte on the 12th ult.; all well.

The United States steamer Michigan was sent out of commission on the 26th inst., at Eric, Pa. She will be housed over forthwith, and remain there during the Winter months, while the necessary repairs are being made. She will go in commission in Spring, as usual. The United States steamer Dispatch, having been rebuilt at Norfolk, was launched a few days ago. She is to be fitted up forthwith for sea. Her destination will probably be Brazil. The following are her chief dimensions: length, 163 feet; width, 34 feet; 800 tons burden; 250 horse power. Her armament consists of four 32 pound shell guns, and one 10-inch Dahlgren pivot gun. She carries a crew of 120 men and officers

BROOKLYN ITEMS.

Mr. Bayard Taylor lectures at the Odeon in Wil-

SENATOR SEWARD .- A number of the members of the Kings County Republican General Committee and many others went to New-York yesterday to welcome Senator Seward.

CHRISTMAS FESTIVAL AT ST. ANN'S CHURCH .-The Christmas Festival of the children attached to the Sunday-School of St. Ann's Church, in Washington street, near sands street took place last evening. The Church was beautifully decorated for the occasion. Upon a large platform, opposite the entrance, stood a large Christmas tree, brilliantly lighted, and loaded with confectioneries and toys pending from the branches. The galleries were festooned with ever-

greens, the whole presenting a very fine appearance.
The School, divided into three sections, consists of 640 scholars. The infants occupied the platform, and the others the body of the Church. The proceedings were opened with prayer, followed

with singing by the children. A report showing the state of the school was read, and addresses were made by the Rev. Mr. Theall, by the Rector, the Rev. Dr. Cutler, and the Rev. Mr. Huckle of Morrisiana. A presentation of Bibles was made to fourteen boys, who entitled themselves thereto by bringing into the school hands were severely frost-bitten. They signaled ave or more children. Every scholar received a present of some kind-the boys books and the and confectioneries. The exercises concluded with the missionary offerings, each class bringing an appropriate design of evergreens with their contribution. The congregation was very large, and every one was gratified with the proceedings of the evening.

IMPROVEMENT AT THE SOUTH FERRY .- A covered passage-way for passengers who take the Atlantic street cars has just been completed at the ferry en-trances on this side. The shed extends from the gate of the upper slip to that of the lower, and affords a desirable shelter in rainy weather to all who find it necessary to patronize the cars. A track on the right side of the tunnel at the lower entrance was completed some days since, and the cars now run up on one side of the tunnel and down on the other, thus causing less delay than formerly.

MURDEROUS Assault.-Thomas McNally, res'ding in Kosciusko street, near Tompkins asemae, while on his way home about ô c'elock on Wednesday morning heard the cry of "munder" from a house in Marcy avenue, near Lefayette. Going in, he found a man named Thomas Coffee beating his wife in a brutal manner. McNaily remonstrated, when he was ordered out and followed by Coffee and a man named Tracy, who best and injured him seriously. The assailants were arrested, and, walving examination, were admitted to ball.

A LUNATIC.—A man was arrested in Astoria a few days since violently insane, and was locked up. He refuses to give his name, and nothing is known of his friends. He is sup-posed to have triends in this city.

NEW-JERSEY ITEMS.

The Hon. James S. Nevins, formerly Justice of the Supreme Court of New Jersey, died on Wednesday at Jersey City, in the 64th year of his age. His funeral takes place this morning, from his late residence, No. 84 York street.

Fire AND Loss of Live.—Between 10 and 11 o'clock on Wednesday night, a fire occurred in the rear building No. 219 Bloomfield street, Hoboken, occupied as a dwelling by Michael Collins. The fire was confined to some clothing in a bedroom. A little son of Mr. Collins, six years of age, was suffocated, and Mrs. Collins was badly burned in her endeavors to save her child and to extinguish the flames.

FOUND DEAD.—Yesterday morning a man named Thomas Griffin was found dead in the second story of the Jersey city Locomotive Works, and at the time it was supposed that he had been frozen to death. Coroner held an inquest, when the Jury rendered a verdict that death was caused by apoplexy, su-perinduced by intemperance.

THE BERGES TUNNEL.—The work of tunneling Bergen Hill, which has been under headway for several years past, is rapidly drawing toward completion; and it is expected by the contractor, for A. S. Seymour, that the work will be inshed some time during the month of April next. Since the strike last Summer the work has been possed forward, day and night, in the various shafts, and as less than 30 car loads of rock have been daily taken out and drawn by a loogmotive to the Long Deck and dumped overboard, for the purpose of filling up the fists.

At the present time there are seen workmen employed, and if the work progresses during the next three er four mouths as it has or several months back, there is no doubt but the undertaking will be completed within the time specified. One of the oremen informed our reporter this moraing that they experience desme little difficulty on the eastern side of that tunnel, owing to the rock (which is known as the "Fall-anderock") being harder than that at the owners side of the tunnel, owing to the rock (which is known as the "Fall-anderock") being harder than that at the owners side of the tunnel, owing to the rock (which is known as the "Fall-anderock") and the work will be dene.

A track is laid for several headred fact under the hill, and the becometive succeeds in drawing out the refuse rock, which is placed in cars built for that purpose. The old system was, after a blast land been made, to picce the places of rock into a tub, draw is up through the shaft, and place it on cars, which were drawn by horses to the edge of the hill and det down an inclined place to the a via Lang Lock they are about to bould an eight feet picr THE BERGES TUNNEL .- The work of tunneling Ber

s few days, which is required according to the charter obtained

AMERICAN SHIPS AND SHIP-BUILDERS. LECTURE BY THE HON JOHN McLEOD

MURPHY. In compliance with an invitation tendered him by the Hon. George Bancroft, Henr, Grinnell, esq., and other preminent citizens, the Hon, John McLeon Marply delivered a lecture at Cliaton Hall last evening, on "The Present Condition of Naval Architecture in this Country." The hall was tolerably well filled, in spite

quently construction; this was the department of the mechanic; second: Capacity—Involving the adaptation of space and laws of proportion; third: Speed—Which depended on the modeling, and was still open to theoret cal speculations. The model was the work of the naval architect:

"A little model the master wrought Which was to the larger thought What the child was to the man." "A sittle model the master wrought Which was to the larger thought What the child was to the man."

To insure safety, there must be length, as length gives buoyancy. Capacity is attained by giving depth. It has been found that the latter should not be less than one-half, nor more than two-thirds its breadth of beam—if less, strength would be sacrificed, if more speed. Speed was attained by constructing the bow, bottom and stern, so as to cut water the easiest, and have the ship's transit impeded the least by reaction aft. Geo. Steers differed from previous architects by giving his ships less capacity forward, and more aft—a broader draft behind than before. He had been most successful in building beautiful yachts and fast sailers. His name would live as long as there was an appreciation of exquisite lines, or a desire to own a swift craft. [Applause.] Henry Eckford was the father of naval srchitecture in this country. It was ewing to him that in June, 1819, the steamship Savannah, 300 tuns, was built—the first steamer that ever crossed the Atlantic. The lecturer paid a glowing tribute to his genius, giving the prominent incidents of his life and works—among others, the fact that he built the celebrated Lake Eric fleet in the war of 1812. His name was imperishably linked with those of Perry and McDonald. [Applause]. Passing to England, the Great Eastern next came under revie v. He considered her a failare, both as regarded strength and speed, while there was an "irrepressible conflict" between her screw and side-wheel engines. He would taxe on the screw and concentrate the entire force on the side-wheels, if the boilers would stand it. Sooner or later he beheved a model ship, larger than the Great Eastern would be built in America, perhaps to float on the calm Pacific, but certainly not till it could be demonstrated that it would pay. He went on to culogise our various builders, and the American merchants who encouraged them, and closed with a brief account of his own early experience and a recitation of the "The Ship on a Lee Shore."

The lecture was very interesting and warmly applauded throughout."

MR. WM. F. CHANNING ON DIVORCE.

To the Editor of The N. Y. Tribune. SIR: Your paper of Nov. 25 contains a letter ad-

dressed by me to The Boston Atlas, on the law of Marriage and Divorce, as existing in the Eastern and Western States, with your strictures thereon. Your criticism falls heaviest on what you consider a

violation of contract, in applying an insolvent law of Divorce to failure in marriage.

In my published letter, I had forborne the discussion

of the question of Contract. I will, therefore, very criefly reply to your remarks on this subject, without opening, except incidentally, any of the ground covered by my previous letter.

The principle of Contract is paramount in our existing commercial civilization. A bargain is the highest sanction recognized by the popular conscience. One of the most dangerous delusions of our people is the belief that the laws of Nature and of Right can be disposed of by compromise or covenant.
It is very necessary, in other words, here and now,

to assert the natural limitations of the right of con-

to assert the natural limitations of the right of contract. It is impossible, in a great majority of cases, that the parties to a marriage can "know each other so theroughly" in advance, that they can decide, beyond miscake, their present and fa are fitness to each other. This fitness does not depend, in the last result, on the will, nor on moral discipline, but on inherent structure of mind and body.

A contract to love another person in the future is an absurdity. A contract to live in marriage with another person, regardless of love, is a contract simply of physical relation, desecrating the name of human Marriage. Parties entering intelligently and religiously upon Marriage, make no such contract with each other. I never did. When Society professes to come in as a third party, and enforce against nature such a contract, it should be set aside on the ground that it is an immoral contract. If I had not chosen to place myself on the Western platform, I would have made this issue before the Massachusetts Courts. before the Massachusetts Courts.

if a contract is made for the payment of shillings which is a matter distinctly within the reach of external covenant—and the debtor becomes unable to pay the law provides an insolvent act, by which he is freed. In Marriage alone, where the right of contract is limited and contingent, there is no release to the poor debtor, until death, from what is worse than thralldom. Stated as a moral question, repentance is enjoined for every other sin and wrong. But for this worst offense against human nature, repentance is forbidden, and society practically constrains the unwilling parties to rolling the sources of individual and social life.

society practically constrains the unwilling parties to pollute the sources of individual and social life.

There is another ground for release from the obligations of a contract, however good it may be, which is, failure to fulfill its conditions. If, as you imply, the contract of marriage does "not coatemplate a mere "suimal relation," but also moral and spiritual relationship between the parties, it could justly be set aside for failure in these higher conditions. That it is

acide for failure in these higher conditions. That it is not so set aside in New-York, is evidence of the nature of contract in the eye of the law.

Marriage is not created by the laws of either Massachusetts or Indiana, but is merely recognized and regulated by them. The form of contract technically imposed upon it, cannot reach its foundation in human nature, nor justify sny violation of natural law.

New-York, Nov. 27, 1859.

WM. F. CHANNING.

THE NEW DEMOCRATIC HEADQUARTERS .- Mr Fernando Wood and his friends are moving for the erection of a new Democratic Headquarters in this City for the use of the National Democracy. At a meeting held on Wednesday night, at the St. Nicholas, Gen. Prosper M. Wetmore, John B. Boerst, Runnion W. Marten, John S. Betts, Benjamin F. Camp, W. Beach Lawrence, jr., John Anderson, Dr. Sayers, John Dimon, Gilbert Dean, E. L. Viele, Frederic James, James S. Libby, and others were present. As the meeting was called for the practical preliminaries necessary for the object in view, the assemblage was mainly composed of moneyed men. The unfitness of Tammany Hallto be the Democratic Headquarters was discussed, as was also the proscriptive policy of its political managers. The proceedings of the meeting were formally embodied in resolutions appointing three Committees—one on the best mode to be recommended for raising the necessary funds, and for proposing an estimate of the cost to be incurred; the secon mittee on choosing a site, and the third upon the title to the property for the free use of the people and the cause for which it shall be erected. The building is to be of ample dimensions, substantial and splendid in its construction, every way calculated for the use and credit of the cause with which it must become asso ciated. A location was mentioned near the Cooper Institute, but that, it is thought, would not be fa enough up town for the future City of New-York. The idea appears to be that Union square is as far up town as would be expedient to consider.

A NEW SCHEME OF CITY GOVERNMENT .-- Mr. Samuel P. Dinsmore is about to publish a pamphle containing his views in regard to how this city might be governed, wisely and economically. He proposes

First: The abolition of the present Boards of Alden cilinen.

and: Investing the Mayor, assisted by a Council, composed

beads of denorments, with the entire government of the of the heads of departments, with the entire government of the city.

Third: The crestion of an assembly of representatives of the arraysyes, which shall settle the amount and objects of the an-

tarpayers, which shall settle the amount and objects of the an nual tax levy.

Fourth: The appointment of a Court composed of a suitable number of members, five for example, appointed for life by the Covernor of inc State, which shall try impeachments of munici-

pel officers, and generally have jurisdiction of all questions arising in the course of the Corporation business.

Fight The purchase or exection, at the expense of the city, of an official residence of the slayer which seal, during his term of office he his family residence, where he shall ensertain the guests of the city, and in or near which shall be provided computed to this for the sessions of the Executive Council, as well as of the Assembly representing the taxpayers of the city.

Mr. Dinsmore proposes that the election of the May or shall be by the entire body of resident voters.

May or shall be by the entire body of resident voters, and that the election of the body representing the tax-payers shall be by the tax-payers themselves, to wit: the occupants of improved lots in the several districts.

FIRES.

THE BEEKMAN STREET FIRE.

The following are additional particulars of the great configration in Beekman and Ann streets that octurned yesterday morning, an extended report of which may be found in another portion of to-lay's paper. The insurances of Messre. Black & Gramm are as fol-

I. IIW8: American	#2,000 foors Island #2,000 2,000 N.Y. F. & Marine 2,00 2,000 North River 2,00 2,000 Ratgers 2,00 1,000 Brooklyn 3,00 1,000 Brooklyn 3,00 \$1,000 Brooklyn \$1,00
	9, Nos. 53, 55, and 57 Beekma

street, belong respectively to the Wyman estate, Endicott estate, and Mr. Wendall, and are insured for \$45,000, as follows: \$15,000 in the Knickerbocker, \$15,600 in the United States, \$8,000 in the Bowery, and \$7,000 in the National Insurance Company. The figures in the recapitulation elsewhere are below the mark, being given our reporter from memory, and in the confusion of the moment.

Mr. Edward Banck of Fulton street has an insurance of \$23,000 on his stock, but in what companies we could not learn.

Messrs. Buckley, Bro. & Co. have \$30,000 additional insurance to that mentioned in the list of "losses and insurances" but in what companies they were unable to state. Their safe was being rolled out when the excessive heat compelled the porter and others engaged with him to retreat. It was near the door when

walls tumbled down. Considerable fire still exists beneath the fallen walls, and during last night one or two hydrant streams were

abandoned, and fell into the sub-cellar at the time the

nne during met night one of two hydractics continually discharged upon the ruins.

The following telegraphic disputch was received by Mayor Tiemann yesterday morning:

PHILADRIPHIA, Thursday, Dec. 29, 1859.
The Hon. Danker F. Tiemann, Mayor of New York:
I have just learned that a fire is raging in your city. Can our firemen be of any service? If so, telegraph immediately.

ALEX'R. HENRY, Mayor of Philadelphia. A dispatch was returned, thanking the firemen of Phllacelphia, through Mayor Henry, and stating that our firemen had got the conflagration under control.

FIRE IN VESEY STREET-RACING BETWEEN ENGINE COMPANIES-COLLISION WITH A RAILROAD CAR,

AND SERIOUS RESULT.

Last night, about 71 o'clock, a fire broke out in the building No. 44 Vesey street, occupied on the first and second floors and basement by Bassett & Owen, commission merchante; third floor by Kolf & Salmon, mantilla manufacturers, and Ellrich & Brother, eigar makers, and fourth floor as a hoop skirt manufactory and dwelling.

The fire originated on the fourth floor from some

cause unknown, and was speedily extinguished. Loss of the hoop skirt makers \$200. No insurance. Loss of Kolf & Salmon, by water, \$100. Ellrich & Bros. sustained \$50 damage by water. The damage sustain ed by Mesers. Bassett & Owen will not exceed \$500. They are insured in various city companies for \$18,000. The building, owned by Mr. Allison, was damaged to the amount of \$150.

While the firemen were proceeding to the fire, No. 6 Engine Company, known as "Big S x," undertook to pass the company attached to Manhattan S:eam Fire-Engine, and, in their foolish haste, ran headlong into a Third avenue car. One of the passengers, whose name did not transpire, was thrown from the front platform by the collision, and sustained a fracture of the log He was removed to the Hospital.

The alarm in the First District last evening was caused by the explosion of a gas meter in the boot and shoe store of Mr. Kohlman, No. 314 Third avenue. Some trouble occurred about the meter, and while the occupants were examining it with a lamp, the escaped gas ignited, and caused the instrument to explode. The damage sustained by fire was not very heavy.

BIDS FOR REPAIRS ON THREE SEC-

From The Albany Evening Journal, Dec. 29. The bids for repairs on Sections 1, 2, and 5 were opened this morning, and are as follows:

SECTION 1.

Charles T. Baldwin. ... \$23,700

James H. Mallory, Chas. France Kearing. ... \$25,700

John McLean. ... \$0,400 | Hoost logistics. ... \$4,800

Wm. A. Kirkparick. ... \$4,800,100,000 | Moreunid, jr... \$3,500 har Danolds 23,400 ed to Robert Hopkins, he

SECTION TWO.
hn McDonald \$10,250 N. Van Debogert \$11,990
illiam Johnson 13.445 Bradford C. Montgom-
thert Hone ins 15,400 ery 12,400
muel Handy 10,586 John E. Mills 12,000
muel Donaldson 10,134 Wm. McClary 9,700
The contract was awarded to Mr. McClary, he being
SECTION FIVE.
orge D. Lord\$12,000 Eli F. Bangs\$5,830 lins M. Nelson\$5984 Charles H. Mills10,700

thrown out.

There were 24 bids for the "Improvement of the Champlain Canal." The bids ranged from \$8,177 to \$24,770. It has not yet been awarded.

THE NEW TREATY WITH MEXICO.

The New-Orleans Picayune of the 21st inst. puts us in possession of the subjoined summary, "from an authentic source," of the treaty lately negotiated by Mr. McLane with the "Juarez Administration" at Vera Cruz, in the Republic of Mexico:

Vera Cruz, in the Republic of Mexico:

This treaty concedes to the United States, or to citizens thereof, the right of way, in perpetuity, for three great transit routes across the Mexican Republic:

1. The right of way, in perpetuity, for a railroad or other communication across the Isthmus of Tehuantepee from ocean to ocean.

2. The right of way, in perpetuity, for a railroad from some point on the Rio Grande across the States of Tamsullyas, Coahuila, and New Leon, Durango, and Simaloa, to the port of Mazatlan, on the Pacific.

3. The right of way, in perpetuity, for a railroad from the Territory of Arizona, across the State of Sonora to the port of Guaymas, on the Gulf of California.

Sonora to the port of Guaymas, on the Gulf of California.

4. The right to erect warehouses at the termini of all these transit routes, and freely to navigate the waters with which they communicate.

5. The right to transport goods and merchandise, destined for Arizona or California, or thence back to the other parts of the United States, free of daty, by each and all of the routes across the Republic, whatever may be their description or of what country.

6. This article provides that these goods may at any time be entered at the Transit warehouses, for sale and consumpiton in Mexico, on payment of the duties, or may at any time be withdrawn and shipped to any other country than Mexico free of duty, the warehouse regulations to allow no charges on the goods but those of cartage and storage.

regulations to allow no charges on the goods but those of cartage and storage.

7. This article provides that a large list of goods and merchandise being the natural or manufactured product of the United States shall be admitted into Mexico at the various termini of the Transit routes on terms of perfect reciprocity, the Congress of the United States to determine whether they shall be admitted free or at a fixed rate of duty. This list embraces manufactures in cotton and leather of every descript on.

8. The treaty grants, moreover, the right to transport the troops, military stores, and mumitions of war of the United States acroes the Republic by the Technantepec and Sonora transits, on the same terms as those of Mexico.

9. It concedes to the United States the right, with or without the consent and cooperation of Mexico, to protect, by force of arms if necessary, all those transit routes, their property and rights of way.

10. It guarantees religious freedom to citizens of the United States in Mexico.

routes, their property and rights of way.

10. It guarantees religious freedom to citizens of the
United States in Mexico, and the right to worship in
churches or private dwellings, according to the dic-

tates of their own conscience.

11. No forced loan, whatever be its nature, shall be

evied on citizens of the United States resident in Mexico on any pretense whatever. Citizens of the United States, moreover, shall be free to puesue what-ever business or profession may seem to them fit, without restraint or res riction whatever.

SUPPLEMENTARY CONVENTION.

To the trenty is also attached a special supplementary
Convention between the United States and Mexico,

which concedes:

1. The right of the United States to intervene, by force of arms, if necessary, to protect citizens and property of the United States in Mexico, and to enforce these same treaty stimulations.

property of the United States in mexico, and these same treaty stipulations.

2. In compensation for the duties, above mentioned, as released on goods passing through the Republic and for consumption therein, the United States stipulate to pay to Mexico four millions of dollars, two millions of which are to be reserved for the payment of claims remark Mexico. sgainst Mexico.

A CARD FROM THE REV. DR. POMROY.

TO THE CHRISTIAN PUBLIC. The following statement of facts and personal feelings, deemed to be due both to myself and the Christian public, has been delayed till the present time, that I might be able to speak with more calminess and self-possession. Many things have been said, inferred, surmised, and taken for granted, some correctly, others not so. But I have never authorized the production of any statement which may have appeared respecting the offense which has been alleged against me. It is perhaps proper to say, that a medicarble continue of the oftense when has over all of against me. It is parhaps proper to say, that misderable portions of this communication were ent, some days since, to the Church of which am a member. Details will neither be expected nor desired.

I have admitted, and do now admit, that there were

I have admitted, and do now admit, that there were three instances in which I was made a victim; and hat, whether foolishly or otherwise, I did pay certain sums of money from my own private resources, to be relieved from circumstances and dangers into which I had been drawn. Exact dates are unnecessary, but he three instances referred to occurred several years ince, and all came within the compass of perhaps fifteen months, possibly a little more. Some of the payments extorted from me were, however, of a more recent date. There is too much reason to believe that the persons concerned in these transactions were in league persons concerned in these transactions were in league with each other, and operated together for the accompersons concerned in these transactions were in feagues with each other, and operated together for the accomplishment of their objects. I am aware that these facts, and some others which have been made public, present an unfavorable aspect, and seem to authorize dark suspicions. I do not undertake to exonerate myself from blame. Far from it. I ought not to have gone where, nor to bave done what, I did. To have put in jeopardy such momentous interests was an aggravated offense, and wholly without excuse. This I confess with shame and deep self-abasement before God. At the hand of a righteous God, I deserved all that has come upon me, and infinitely more. At the same time, I have never admitted, and do not now admit, the actual crime which has been so extensively alleged, or taken for granted. However great my guilt in the sight of Heaven—and that it was very great I freely anmit—still, I have denied and do deny the actual crime. It was not committed, and therefore no testimony can prove it.

crime. It was not committed, and therefore no testimony can prove it.

The brief "Card," published by the Committee of the Board with which I was connected, was based entirely on statements I myself bad made, in peculiar circumstances, and without consultation with others. There has been, I belive, no other testimony in the case, except my own admissions. Whatever thoughts I may have had respecting that official document of three sentences, they will not be uttered here. It has one forth, is doing its work, and cannot be arrested. Its effect upon my character and standing among men, I regard as a part of the heavy trial by which it was needful that I should be overwhelmed. The hand of God was in it, and I desire to say always, "The will of the Lord be done." I will only add, that I have not a doubt that the Committee, in this matter, did no more than what they thought the emergency demanded.

not a doubt that the Committee, in this matter, did no more than what they thought the emergency demanded.

There is another general view of the case which I would not overlook. The tempest which has been beating upon me for a month past, has not come by chance, but has been permitted by that Providence which governs all thir gs for just and holy purposes. Considering the case in this light, and looking at the infinite scandal resulting from it, I feel that there have been and are abundant reasons why He should have dealt with me as be has. My guilt in the premises was greatly aggravated by my Christian and ministerial profession, the position I occupied, my extensive acquaintance in this and other lands, and by all the vast and precious interests involved in my official character and relations. No finite mind can comprehend the injury that has been done. It seems to ne infinite. If an offended God and Savior should see fit to exclude me from the sacred office and from the visible church—nay, more, if He should leave me to unnuterable and eternal despair, I should have no ground of complaint. God is righteous in all his ways. He has dene me no wrong. I would throw myself upon infinite and sovereign mercy, offering no apology, making no excuse, but pleading simply that atoning blood which has been shed for sinners.

If I could address my former brethren and friends in the Christian ministry, one and all, I would say to them: Dear brethren, forgive me in this great wrong. No words can express the sorrow I feel for the reproach I have brought upon you, and the anguish of which I have been the occasion. For nearly 35 years I have been numbered among you, though most unworthy, and I can never cease to love and honor you, whatever my lot may be in time to come. When I think of the thousands of Christian people whose friendship I have enjoyed, and the many thousands more whose esteem and confidence I have shared, I feel as if I must say to them: Dear friends, I have grievously injured you, and the cause which lies so

can never know when during the days and nights of this closing month of the during the days and nights of this closing month of the year 1859. But it has all been known to ONE, who year 1859. But it has all been known to ONE, who year 1859. But it has a manual to be numbered with the transgressors." That I may have some little share in His forgiving love, I intend to pray, God helping me, while life lasts. Thus much my heart prompts me to say, I have manue.

S. L. POMROY. can never know what has passed within my heart life lasts. Thus much my h and here pause. Synderiand, Mass., Dec. 1859.

SANDED COTTON.—The editor of The Savannah Republican is in receipt of a letter from one of the cotton manufacturing companies in Georgia, mentioning the purchase of a crop of cotton at Macon, which, from actual weight, contained 55 per cent of sand, leaving but 45 per cent of cotton.

The Franch Government has ordered all the costumes, scenes, curtains, etc., of the Paris Grand Opera to be rendered incombustible by Carteron's preparation.

BURRITT—STRONG—On Tuesday, Dec. 27, at the residence of the bride's father, by the Rev. S. H. Tyng, D. D. Heury Osgood Burritt of Montreal, to Louise, daughter of Wm. K. Strong of this city.

GUION—RIKER—On Wednesday, Dec. 22, at St. Mark's Church, in the Bowery, by the Rev. Dr. Anthon, John H. Guion of this city, to Mary B. Riker, daughter of the late Abraham Riker of Newton, Long Island.

Washington City and New-Orleans papers please copy.

HERRICK—McCORD—On Saturday, Dec. 24, by the Rev. Theodore L. Cuyler, Mr. Wm. H. Herrick to Miss Henrietta McCord, daughter of the late Henry McCord, all of this city.

Troy papers please copy.

MORGAN—CHICHESTER—On Monday evening, Dec. 26, by the Rev. Mr. Peck' Mr. Charles W. Morgan to Miss Sarah E., youngest daughter of the late Aaron Chichester, both of this city.

BURRITT—On Thursday morning, Dec. 29, after a lingering liness, Mr. William J. Burritt, in the 69th year of his age. The friends and relatives of the family, and those of his brothers in law. William E. Lewis and Henry W. Slipper, are respectfully invited to attend his funeral at 3 o'clock this (Friday) afternoon, from his late residence, No. 157 East Fifteenth street, without further invitation.

BRANSFIELD—On Thursday, Dec. 29, James Bransfield, aged 50 years.

to years.

The friends and acquaintance, and those of the family, also of his son in-law, Thomas hines, also St James's Benevolent Society, also the Fifth Precinct Police, are respectfully invited to attend his funers on Sunday, Jan. 1, at 2 o'clock p. m., from his late residence, No. 8 Vandewster street.

BURDOCK—In Williamsburgh, on Wednesday, Dec. 28, Mrs. Many Margaret, wife of Mr. Peter Burdock, aged 47 years.

CARTER In this city, on Wadnesday, Dec. 28, Elliphoth

BURDOCK—In Williamsburgh, on Wednesday, Dec. 23, Mrs. Mary Margaret, wife of Mr. Peter Burdock, sged 47 years. CARTER—In this city, on Wednesday, Dec. 28, Elizabeth Carter, aged 75 years.

GROSS—On Thursday, Dec. 29, Mrs. Catharine Gross, widow of the late Deidrick Gross, in the 99th year of her age. The triends and acquaintances of the family, and also of Moses D. Gule, are requested to attend the !uneral services at St. Stephen's Church, corner Broome and Chrystie streets, on Satorday, at 1 o'clock p. m.

LOSEE—At Lewisville, Ky., on Wednesday, Dec. 7, Albert Losee, aged 15 years.

LECOULTRE—On Tuesday, Dec. 27, at Hoboken, N. J., Burianne Lecoulire, aged 75 years, 5 months and 27 days.

NEVIUS—In Jersey City, on Wednesday, Dec. 23, the Hon. James S. Nevius, formerly Justice of the Suprame, Court of New-Jersey, in the 64th year of his age.

The relatives and friends of the family are respectfully invited to attend the timeral on Saturday, the 3lst inst. Fameral services will be held at his late residence, No. 34 York street, Jersey City, at 115 a. m., and also at the First Reformed Datch Church, New-Brunswick, N. J., at 25 o'clock p. m.

NORWOOD—In Brooklyn, E. D., on Tuesday morning, Dec. 27, after a short illness, James F. O'Rourke, aged 74 years, 9 months and 23 days.

PECK—At Flushing, L. L., on Tuesday evening, Dec. 27, Arnes.

Agys.

PECK—At Flushing L. I., on Tuesday evening, Dec. 27, Agues, wife of Issae Peck, in the Tlat year of her age.

The relatives and friends are respectfully invited to attend the funeral at St. George's Charch Flushing, this day (Friday), the 20th irst, at 1 o'clock p. m. The steemer Enoch Dean leaves Futton Market slip at 184 o'clock a. m., connecting with Railroad, and returning care leaves at 3 o'clock p. m. The There are the Furdy, aged 27 years as 5 months.

PURDY—in this city, on Thursday morning, Dec. 29, Mrs. Esther Furdy, aged 27 years as 5 months.

The funeral will take place on Saturday, at 2 o'clock p. m., from the residence of har somin-law, W. m. H. Gedney, No 124 Hammond street. The relatives and friends are invited to attend without further notice.

PARKE—On Thursday, Dod. 29, Charles Henry, aged I year, a months and 21 days, the only son of Henry C. and Educateth M. Parke.

BAINEFORD—At New-Brighton, Staten Island, on Wednesday, estima, Dec. 29, Mrs. Lydia Rainsford, spet 71 years.

Her reletives and f i note, and those of her son, treorga S. Rainsford, are invited to attend her foneral at her late residence.

New Brighton, on Saturday movining at 95 o'clock. Carriage will meet the 95 New-Brighton boot.

ROSMAN—In Brooklyn, on Sunday, Dec. 25, Robert Rosman, M. D., aged 3 years.

Notice will be given of the funeral to-morrow.

TARGEE—In this city, on Wednesday, Dec. 28, Mrs. Hannah, Targee, aged 34 years.

Marketa Reported by "elegraph.

PHILADELPHIA. Dec. 79 - Facts firm: mice 2,500 bbis. section at \$5.50. "mark believe Red. \$1.500 bbis. st. climate 1,000 bath at 70. for new 41 40 0 ml th. Cour de

ellow. WHINY, 76/27/20 from; sales 1,000 bules.
AUGUSTA, DEC. 25.—COTTON from; sales 1,000 bules.
SAVANAM DEC. 28.—COTTON Grace; sales 500
MORILM, Dec. 28.—COTTON Grace; sales to-day 6,5 MONLE. Dec. 28.—Corroy struct; acces to day 8,000 Mary Philading, 1940.

New Ontrans. Dec. 28.—Corroy easier, but not quotably New Crackers to Liverpool. 19-250.

Cincinnati, Lec. 29.—Floor unchanged. Whiser dull and declined 6. When advanced 25. Cone firm. House from and declined 6. When advanced 25. Cone firm. House from and declined 6. When advanced 25. Cone firm. House from and declined 6. When advanced 25. Cone firm. House from and feeling the control of the con

Weather Reports.

THURSDAY, Dec. 29, 1800.
HUDSDAY, Dec. 29, 1800.
dec. below zero.

14 des. below zero.

MONTREAL—Weather very cold and clear; thermometer 17
des. below zero. The river frozen opposite the city.

BOSTON—I betmometer I des. below zero. Weather clear. Ice
forming in the bay;

ROUND FORM—Thermometer 36 des. below zero.

St. Johnsener - Thermometer 36 des. below zero.

ORDENSERIC—Thermometer 20 des below zero.

WHITE RIVER JUNCTION—Thermometer 24 des. below zero.

TO DEPART.

TO ARRIVE. New-York...

MARINE JOURNAL.

FORT OF NEW-YORK Dag. 20,

Smith, Sc. Mark., "codies it Pette since (1917).

Whitman Bro. & Co.

Schooners—". K. Hawley, Pritchett, Newbern, J. Smith & Co., Gipacy (St.), Waycott, San Juan. Nic., Post & Small; H Willett. Can mer. Philadelphia; M. E. Smith, Smith. Charles ton. S. Cicceady & Co.; T. Eurritt, Galyear, Newbern, Dibble 2 Co.; Tangala, Bramball, Belfast, R. P. Back & Co.; Buddet Last, Handy, Gibraitar and a market, I. B. Gager; S. D. Sparks Maury, Aux Cayes, J. & T. A. H. Webster.

Steamer—Octovers, Cundiff, South Amboy.

could not save him; 26th, off Fire same, vo.

Jane, No. 1.

Ship Heze, Holmes, Mystic 12 hours, in ballast to master.

Was towed to this city by the steaming James A. Stevens; the
Haze is a new vessel, is 800 tuns burden, and she will load for
China.

Baik Zingarella, Bunker, Rio Janeiro Nov. 10, coffee to Aynass

& Co. Nov. 10, 20 miles E. of Rio Janeiro hyrbor, saw selnt.

Forest King (S-masted), bound in; 22d, isz. 11 20 S., ion. 30, sigmaled bark Ciliton (of Baitimore), steering S. The Zingarella has

experienced heavy weather for the last 12 days, lad a pilet on
board 2 days. days. Lucy Ashby, Ashby, Mystic 15 hours, in

Bark Texans, Brand, Providence 15 hours, in ballast to T. M. dcGaw.

Bark Cuba (of Boston), Bates, Belize, Hond., Dec. 12, mahogayand logwood to F. A. Alexander.

Bark T. G. Bunker, Cooper, Providence 18 hours, in ballast to Bark T. O. Bunker, Cooper, Providence is a McCready, Mott & Co.
Brig Mary Ann (Br.), Cole, Dorchester, N. B., 25 days, stonete
P. I. Newins & Co.
Brig Helen Mar (Br.), Card, Windsor, N. S., 20 days, potatoes
to D. R. Dewolf.
Brig Beatrice, Nickerson, Harrington 7 days, lumber to Simp-

Brig Beatrice, Nickerson, in & Mayhew.
Schr. S. P. King, Clindinin, Calais 21 days, lathe to Simpson & Sayhew. Had heavy weather the entire passage; lost part of ayhew. Mayhew. Had heavy weather the entire passage; lost part of deck load. Schr. Albert Lawrence, Dodge, Providence 2 days, mass. to R.-P. Buck & Co. Buck & Co. Schr. Plymouth Rock, Norris, Boston 54 hours, mass. to Day-n & Sprague. Schr. Lucknow (Br.), Vicholson, Dorchester, N. B., 35 days,

tone to master. Echr. Gun Rock, Mitchill, Lubec 6 days, lathran I fish to Simpe-on & Mayhew. Schr. Frincess, Lovell, Boston 56 hours, mdsc. to S. W. Lewis Salena Helen, Baker, Salem 3 days, mdsc. to R. W. pes & Co. chr. Mary Elizabeth, Reed, Wilmington, N. C., 7 days, naval

Schr. Salena Helen, Baker, oanen

pees & Co.
Schr. Mary Elizabeth, Reed, Wilmington, N. C., 7 days, navapres to master.

Schr. Sea Breeze, Coombe, Stonington 2 days, in ballast.

Schr. Belle, Nicaerson, Gloucester & days, fish.

Schr. Panny, Maybew, Fall River & days.

Schr. Emily Ricky, Rickry, Providence for Philadelphia.

Schr. Anfares, Gandy, Fall River & days.

Schr. Emily Ricky, Rickry, Providence of Philadelphia.

Schr. Nellie D., Smith, Frovidence & days, in ballast.

Schr. Hickman, Nickerson, Frovidence & days, in ballast.

Schr. Maria Louiss, ohaw, Fall River 2 days.

Schr. F. J. Commings, Stone, New-London & days.

Schr. Montrose, Haskell, Elizabethport, coal for Boston.

Schr. Life Boat, Reed, Gloucester & days, in ballast.

Schr. James Leglish, Billard, New-Haven 2 days.

Schr. James Leglish, Billard, New-Haven 2 days.

Schr. Annelia, Jones, Newport 2 days, in ballast.

Schr. Annelia, Jones, Newport 2 days, in ballast.

Schr. Thomas of X. Hell, Rockland & days, lime.

Schr. J. Hanard, Haurd, Swepport 2 days, stone.

Schr. J. F. Hanard, Haurd, Swepport 2 days, stone.

Schr. Lone Star, Wood, Biodaport 3 days, fish.

Schr. Pailas, French, Rockland & days, lime.

Schr. Nintle, Burber, Westerly 2 days, stone.

Schr. Jone, Dicklanon, Westerly 2 days, stone.

Schr. Forest, Wilson, Rockland & days, lime.

Schr. Jane, Dickland, Remington, Providence Is bours, my master.

Sloop Jane Maria, Hall. Norwich 2 days, mdss. to ma Sloop W. D. Mangam, Russell, Tannton 2 days, nails Steamer Wamsutta, Nye, New-Bedford, miss. and

BELOW-1 ship, 2 barks, 1 barkentine, and 1 brig-all in the Lower Bay at sunset. SAILED-Steamship Montgomery, Savannsh; ship Galens

wind-8 p. m., from N. N. E., with snow.

By Telegraph.

FORT LAFAYETTE, Dec. 29, senset—Ship Galena passed out at 12:50 m tow of the Island Belle. No other vessels in sight inward bound. Wind N. E., light; weather cloudy.

Highlands, be. 19, supert.—Into bark and one brig couth of the highlands, bound in. Wind fresh from N. E.; weather cloudy.

of the Highands, bound ill. While need.—One ship in tow of the Sahker HOOK, Dec. 29, sanset.—One ship in tow of the Yanker near the Middle; one bark in tow of the Underwriter near the West Benk; one brig going up the Swank, no signal, sound in; one ship anchored at the Spit, bound in. Wind N. E., moderate; weather cloudy.

LONG BRANCH, Dec. 29, sunset.—No vessels in sight bound in. Wind F., fresh; weather cloudy.

NEW-ORLEANS, Dec. 29.—Arr. ships Pelican Shake, sod Frank Boh, from Trapant; Franklin Pierce, from Liverpool; Marshall, from Boston; St. Louis, from New York; Abby Blanhard, from Hordeaux; bark Washington, from Antwerp.

THE CARGO AND MATERIALS of schr. Woodbine, previously eported salore at New-Inlet, have nearly all been landed as the nearly in the scha. Soliciton (Br.), previously reported states and substantial contampton, L. L. was sold at auction 24th inst. and the brach. Hull brought \$312; long boat and substantial solicity.

LIVERPOOR, Dec. 31.—A survey has been held on the and to direct and the direct and her entire cargo will have to be direct and to direct and the dock for repairs; afterward she will realist be